UNITED STATES GOVERNMENT
FLIGHT INFORMATION PUBLICATION

IFR ENROUTE HIGH ALTITUDE - U.S.

For use at and above 18,000' MSL
HORIZONTAL DATUM: NORTH AMERICAN DATUM OF 1983

EFFECTIVE 29 JUL 2010 TO 23 SEP 2010

L E G E N D

AIRPORTS

Airports shown have a minimum of 3000' hard surface runway. Facilities in BLUE or GREEN have an approved instrument approach procedure. Facilities in GREEN have a control tower. Facilities in BLUE do not have a control tower. Airports with a published Instrument Approach Procedure are depicted as they appear in the High Altitude (HI) Chart Series. Refer to the Terminal Procedures Publication (TPP) for complete information.

Civil — Airport identifier
Civil Military — Runway length in hundreds of feet
Military — Runway direction in tens of degrees

NAVAIDS AND COMMUNICATION BOXES

NAVAIDS

VHF/UHF Data is depicted in BLACK
ID/VHF Data is depicted in BLUE

- VOR/DME/TACAN (VORTAC) NAVAID
- VOR/DME NAVAID
- VOR/TACAN NAVAID
- VOR or TACAN may not be available. Refer to Charted Regions Maps.
- VOT
- ILS/DME Non-directional Radiobeacon (Compass Locator)
- ILS/TACAN Non-directional Radiobeacon (Compass Locator)
- Flight Service Station (FSS), Remote Communications Outlet (RCO), or Automated Weather Observing System (AWOS/ASOS) not associated with a charted NAVAID or airport

COMMUNICATION BOXES

- NAME 000.0 ID 000.0
- VOR with TACAN compatible DME
- Triple-Function indicates Hiwy knoted on this frequency. TACAN Channels are not shown nor used when not published.
- Crosshatch indicates Emission Mode
- TFS TACAN must be placed in "R" mode to receive TFS transmissions.
- Automated Weather Broadcast System
- ASOS/AWOS - Automated Surface Observing Station/ Automated Weather Observing System
- HIWAS - Hazardous In-Flight Weather Advisory Service
- TWEB - Transcribed Weather Broadcast
- Unmonitored weather when available, is broadcast on the associated NAVAID frequency.

- NAVID 000.0 ID 000.0 — VHF/UHF Navaid Box (without Radiobeacon) DME Freq paired with TACAN Channel
- NAVID 000.0 ID 000.0 — VHF/UHF Navaid Box (with Radiobeacon) DME Freq paired with TACAN Channel
- Radio Box — ILS/DME or MLS/DME Frequency and Identifier
- Radio Box — ILS/TACAN Frequency and Identifier
- Radio Box — ILS or MLS Frequency and Identifier without DME
- Localizer Only Frequency and Identifier
- Localizer Back Course Frequency and Identifier
- Localizer Only Back Course Frequency and Identifier
- Glide Slope Frequency
- Marker Beacon
- Locator Outer Marker
- Locator Middle Marker
- Fan Marker
- Airport Rotating Beacon
- Airport Traffic Control Tower
- Common Traffic Advisory Frequency (CTAF)
- Universal Communications (UNICOM)
- Multicom
- Automatic Terminal Information Service (ATIS)
- Pilot Weather Advisory Service (PWAS)
- Radio Auto Maintenance Unit (RAMU)
- Limited Remote Communications Outlet (LRCO)
- Emergency Only
- Military Common Traffic Advisory Frequency (MCTAF)
- Military Tower
- Military Ground Control
- Military Radar
- Military Automatic Terminal Information Service (ATIS)
- Military Flight Service Station (FSS)
- Military Air Refueling Control Station (ARCS)
- Military Air Traffic Control Center (ACC)
- Military Radio Call

AIR TRAFFIC SERVICES AND AIRSPACE INFORMATION

ROUTE DATA

VHF/UHF Data is depicted in BLACK
ID/VHF Data is depicted in BLUE
RNAV Data is depicted in BLUE

- 800 — Victor Airway
- J800 — Jet Route
- A800 — Oceanic Route
- RNAV 800 — Atlantic Route
- RNAV 800 — Bahama Route
- RNAV 800 — Substitute Route (No Operating Hours/Only Available Between Specific Altitudes)
- Unusable Route Segment
- Point Route
- Offshore Control Area (CTA) or Airway Boundary
- MEA-00000 — Minimum Enroute Altitude (MEA), Lower value when than 18,000
- MAA-00000 — Max. Authorized Altitude (MAA), Lower value when than 45,000
- MEA-00000 — MEA for GNSS RNAV aircraft, Lower value when than 18,000
- MEA-00000 — MEA for DME/DME/IRU RNAV aircraft, Lower value when than 18,000
- MEA and/or MAA Change Over Point (COP)
- Minimum Reception Altitude (MRA)
- Minimum Crossing Altitude (MCA)

FLIGHT/ANT REPORTING REQUIREMENTS

- Compulsory Reporting Point
- Voice Compulsory Position Report
- RNAV Waypoint Compulsory Non-Compulsory Position Report
- NRS (Navigation Reference System) Waypoint
- Denotes DME Fix
- Denotes DME Fix and Mileage
- Offset values indicate that by flying off the course centerline, a DME receiver can receive signals.
- Mileage Breakdowns or Gaps are Not Displayed for ATC/FMS Purposes
- Mileage breakdowns or Gaps are Displayed for ATC/FMS Purposes

BOUNDARIES

- Air Traffic Control Assigned Airspace (ATCAA)
- Air Defense Identification Zone (ADIZ)
- Adjoining ADIZ
- Flight Information Region (FIR)
- Adjoining FIR
- Upper Information Region (UIR)
- Combined FIR and UIR
- Control Area (CTA) or Upper Control Area (UCA)
- International Boundary
- Time Zone Boundary with MSTU or MT

Official Time Zero

AIRSPACE INFORMATION

Open area (white) indicates Class E airspace, 1,200' AGL or higher unless otherwise indicated.

Shaded or cross-shaded areas indicate controlled airspace. (Class G)

Class A Airspace

That airspace of the United States from 18,000' MSL up to and including flight level 600 (60,000 MSL), including the airspace overlying the waters within 12 nautical miles of the coast of the 48 contiguous States and Alaska.

- Air Traffic Service exempts
- Additional Control Area text

SPECIAL USE AIRSPACE

- P - Prohibited Area
- R - Restricted Area
- W - Warning Area
- A - Caution Area
- MOA - Military Operations Area
- CFA - Controlled Firing Area
- ATCAA - Air Traffic Control Assigned Airspace

Use Identifier (name) or Frequency for Specific Use Area

Complete information is tabulated on front panel

MISCELLANEOUS

2250 Magnetic Low and Victor Airway each 4° Latitude (EXCEPT WHERE OTHERWISE STATED)
ALL BEARINGS AND AZIMUTHS ARE MAGNETIC UNLESS OTHERWISE STATED
ALL TIMES ARE COORDINATED UNIVERSAL TIME (UTC) EXCEPT WHERE OTHERWISE INDICATED
ALL TIME IS COORDINATED UNIVERSAL TIME (UTC), DAYS ARE LOCAL
Z Coordinated Universal Time (UTC) (Greenwich Mean Time) is considered equivalent to World Geodetic System 1984 (WGS-84).
S During periods of Daylight Saving Time (DST), effective hours will be one hour earlier than shown. All times shown in UTC minus 8 hours.

EXAMPLE OF GROUPING

Airflow route centerline (as governed by facility which is not part of the specific route)

MEA 31000 — MEA is established with a gap in navigation signal coverage

Folding Pattern

Effective Times of Single Direction Routes

Limited — 80 — Unlimited

Holding Times from coordinates values shown

Wider Tolerable

MORSE CODE

A	·−	J	·−−−	S	···	1	·−−−−	0	−−−−−
B	−···	K	−·−	T	−	2	··−−−	1	·−−−−
C	−·−·	L	·−··	U	··−	3	···−−	2	··−−−
D	−··	M	−−	V	···−	4	····−	3	···−−
E	·	N	−·	W	·−−	5	·····	4	····−
F	··−·	O	−−−	X	−··−	6	−····	5	·····
G	−−·	P	·−−·	Y	−·−−	7	−−···	6	−····
H	····	Q	−−·−	Z	−−··	8	−−−··	7	−−···
I	··	R	·−·			9	−−−−·	8	−−−··
								9	−−−−·

FOR ADDITIONAL SYMBOLS INFORMATION REFER TO THE CHART USER'S GUIDE

CRUISING ALTITUDES - U.S.

All with a satellite transponder are assigned by ATC

- 18,000 MSL to FL600
- FL600 and Above
- FL410 to FL600
- FL290 to FL410
- FL180 to FL290

VFR or VFR On Top odd 500'

No VFR or VFR On Top authorized above FL285 in RVSM airspace

ADJOINING CHART H-3